

SIXPENCE

OCTOBER, 1944

AMATEUR RADIO

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AMATEUR - RADIO

INCORPORATING THE N.S.W. DIVISIONAL BULLETIN

Vol. 12, No. 10

October, 1944.

AMATEUR TEST EQUIPMENT REQUIREMENTS

CHARLES C. QUINN...VK3VQ

As promised in last month's issue a demonstration of the apparatus described was given in the Victorian Divisions Rooms at the August Meeting, and most of those present agreed to the need of such a bridge and the others were definitely interested, quite an interesting discussion took place.

On page two is the circuit diagram of the bridge with slight modification from the original. Following also is a table for the calibration of the 2500 ohm power factor correction variable resistor in series with the 1 mfd standard (at 50 c/s).

A scale can be easily made to represent the power factor on the panel of the finished instrument, but the scale for calibration of capacity and resistance (1000 ohm) is difficult to reproduce in practice and also here.

It is suggested that a search of junk stores will reveal an old three inch knob with attached metal pointer, or if preferable to the constructor, a PRECISION dial could be used, and the old calibration wiped off.

It is assumed you have been able to buy, or otherwise obtain good standards which are within a certain percentage...this percentage will of course determine the accuracy of the bridge.

You are now ready to calibrate the scale. Some people are lucky and may be able to borrow a reliable decade which will help tremendously, but for those who cannot, it is suggested that light pencil marks be put on the scale for readings of say at least a dozen of the one particular type of resistor under test, and the mean or average be taken as a "reference" reading until some definite check can be obtained.

For capacity, quite a serious problem presents itself because very few standards are available to the average ham, however if you are sure of your resistance calibration, remember that capacitance is the reciprocal of resistance and mark your scale accordingly.

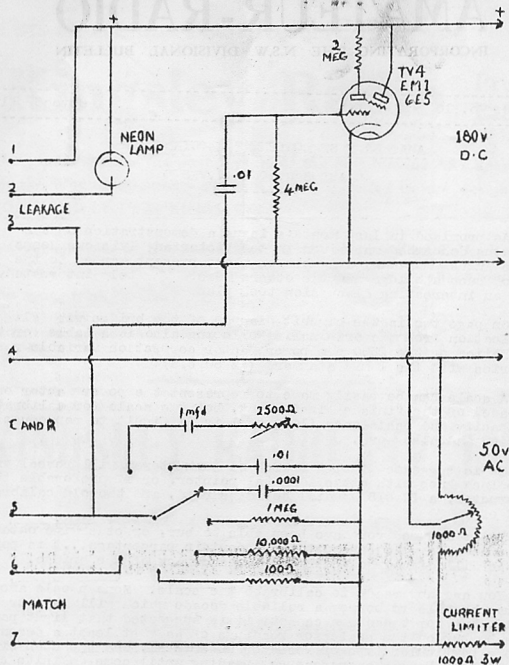


FIG 1

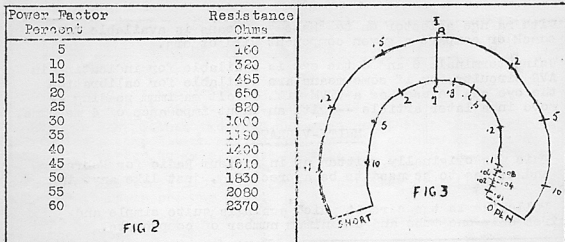


FIG 2

It will be noted in Fig 3 that the scale is set out logarithmically, that is the index number and nearer ones are separated by decreasing distances.

In use (the bridge part of the circuit) the unknown is connected between 4 and 5 and the switch arm moved to the desired range, the 1000 ohm potentiometer is then adjusted until the eye OPENS fully. If a resistor is being checked the eye will open fully with no furry edge--on the other hand a condenser will show (on the medium and high ranges) either a clean cut or increasingly furry edge, while bad condensers will be impossible to check unless they are within the range of the 1 mfd condenser and the 2500 variable resistor.

To give an instance---an ignition condenser (across make and break) of an old car was giving trouble. On application we could get no indication on the eye, but varying the power factor to the extreme reading cleaned up the eye, so that there was no trace of "fur" -- the reading on the power factor calibration was 55%.

Other uses of this piece of apparatus are as follows:-

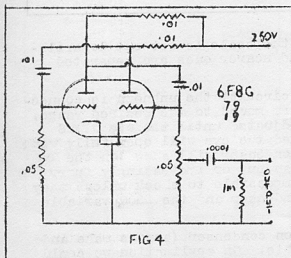
1. Will indicate "balance" in RM transformer windings of large inductance, not less than 1 henry, and smaller iron cores, using terminals 4 and 5.
2. Using terminals 1 and 2 neon lamp alone for external use.
3. Using terminals 2 and 3 leakage test for condensers and suspected faulty resistors. Another use, if it is suspected that variable condenser plates are touching. Disconnect the coil and insert condenser across 2 and 3 -- sparks will indicate where plates are touching.
4. Terminals 3 and 4 or 7 will give a continuously variable 50 volt source of AC at a few milliamperes.

5. With range selector on to "Match" a means is available to check or compare a given component with others.
6. Using terminals 6 and 3 the eye is available for indicating in AVC circuits, or if some means are available for calibration the eye can be used as a VTVM with 4 volt maximum reading -- more in a later article -- with an input impedance of 4 megohms.

MULTI-VIBRATOR

This was originally written up in Amateur Radio for February 1940 and it has to be used to be appreciated, just like anything else.

Following is the circuit which again is quite simple and requires only one tube and a minimum number of components.



Wave form is something like a saw tooth oscillator only worse. The frequency of oscillation is determined by the combination of plate and grid resistors and condensers (time factor).

The usual fundamental frequency is approximately 500 c/s producing harmonics spaced every 500 cycles to approximately 20 megacycles (15 metres). Normally the individual peaks cannot be separated by the radio receiver, so a constant signal is heard from 500 cycles right through the operating range of the Multi-vibrator.

For Amateur uses the simple one in Fig. 4 can be applied to a number of uses, principally for finding faults in receivers and amplifiers. The output of the multivibrator when applied direct to a speaker will give a useful signal and then by working back stage by stage the faulty stage can be located. More exact uses will be covered later.

Much more elaborate Multivibrators have been designed and used with success as per ARRL Handbook, where they are used to pick off certain frequencies in conjunction with fixed oscillators to produce regular signals throughout the tuning range at 50 or 100 Kc separation.

If a number of readers are interested a future article will be prepared, setting out applications to these various uses.

POST WAR AMA AMATEUR RADIO

ESSAY by P/O Tel. Sydney T. Clark

.....

How many of us are wondering what will happen to the "Ham" in those, bound to be hectic, post-war years?.

Even in New Guinea the word has gone round that the Institute is running a competition and we Hams in this country of rain and things far harder to take, write to tell you of our hopes and our fears.

I think Ama teurs should be granted privileges similar to those extended to us in pre-war days.

Yes "Mister Fisher Outer" of frequencies and licences, haven't we earned them.

Those thousands of us who could, fighting in every clime, on land, on sea and in the air. Those hundreds left behind because of age or some other bar. They too have earned that privilege. They helped build us the gear we use, they also, in their spare time, worked hand in hand with the emergency services, giving their time and equipment, where suitable, freely, so that more efficient communications might assist in the fight for freedom.

Frequency allocations should be made in bands harmonically related and, although 1.75 M/cs will probably have to go, who cares? Has not UHF working already shown that it can fill the breach for local working.

The DX Bands what will become of them? That question haunts the mind of every Ham with a yen for DX and the friendships it brings.

As to power; will higher power make for more efficient communication? My answer is, Yes, if intelligently used. I suggest a power limit of 250 watts input to the final amplifier. Beginners should be limited to 50 watts for a period. An increase to 100 watts should be then allowed, and if that man uses his additional fifty watts intelligently, let him increase power to the limit.

Most certainly the Institute should have a permanent staff; but let that staff be the servants of the Institute and not the Members - become servants of the staff, and the Institute a tool in their hands.

As to the question of having "all amateurs" members of the W.I.A. The very definition of an amateur precludes that possibility. For is not an amateur one interested in "Experimental Radio." Therefore why should all amateurs be forced to join an organisation such as the W.I.A. before being granted a transmitting licence.

By all means encourage membership, but do not try to force it. For although I am a member of the Institute and will do all in my power to help it grow, I am a member voluntarily and therefore an enthusiastic member. If there was the slightest suspicion of

coercion, I should deny myself privileges to which I have a right as a citizen of the country which granted those some privileges rather than submit to coercion.

Amateur Radio can be and will be better organised in post-war years than it was pre-war.

Yes, service and civilian reserves should be maintained, and although they should, and I think shall have their own operating frequencies, it is the patriotic duty of all "hams" possible to belong to such bodies for nothing more than a square inch of quartz to ensure those frequencies are adhered to.

Yes, let the amateur give some of his time and the use of his gear in reserve exercises merely as repayment for a privilege extended to him.

I think the national body of amateurs should act jointly with the licensing body in controlling amateur radio and disciplining any amateur where such action is necessary.

It has been proved time and again that co-operation can go places faster than non-co-operation.

We have our hopes, and our fears for amateur radio in the post war years: I think that if we all co-operate the issue will be decided for us and undoubtedly in our favour.

.....OOO.....

STANDARD FREQUENCY TRANSMISSIONS.

The following information regarding standard frequency transmissions is taken from information provided by the Bureau of Standards, Washington.

The service comprises the broadcasting of standard frequencies and standard time intervals from the Bureau's radio station WWV. It is continuous at all times day and night, from 10 KW transmitters except on 2.5 MC where 1 KW is used. The services include: (1) standard radio frequencies, (2) standard time intervals accurately synchronized with basic time signals, (3) standard audio frequencies, (4) standard musical pitch 440 c/s, corresponding to A above middle C. The standard frequency broadcast service makes widely available the national standard of frequency, which is of value in scientific and other measurements requiring an accurate frequency. Any desired frequency may be measured in terms of any one of the standard frequencies, either audio or radio. This may be done by the aid of harmonics and beats, with one or more auxiliary oscillators.

At least three radio carrier frequencies are on the air at all times, to ensure reliable coverage of the U.S. and other parts of the world. The radio frequencies used are:-

2.5 MC	broadcast from 2300 to 1300 GMT
5.0 MC	broadcast continuously day and night.
10.0 MC	" " " " " "
15 MC	" from 1100 to 2300 GMT.

Two standard audio frequencies, 440 c/s and 4 000 c/s are broadcast on the radio carrier frequencies. Both are broadcast contin-

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uously on 10 and 15 MC. Both are on the 5MC in the day-time, but only the 440 is on the 5MC from 7.00pm to 7.00 am EWT. Only the 440 is on the 2.5 MC. In addition there is on all carrier frequencies a pulse of 0.005 second duration which occurs at intervals of precisely one second. The pulse consists of five cycles, each of 0.001 second duration, and is heard as a faint tick when listening to the broadcast; it provides a useful standard of time interval for purposes of physical measurements, and may be used as an accurate time signal. On the 59th second of every minute the pulse is omitted.

The audio frequencies are interrupted precisely on the hour and each 5 minutes thereafter; after an interval of precisely one minute they are resumed. This one minute interval is provided in order to give the station announcement and to afford an interval for the checking of radio frequency measurements free from the presence of the audio frequencies. The announcement is the station call letters WWV in code, except at the hour when a detailed announcement is given by voice. This also occurs at half hour periods.

The accuracy of the frequencies, radio and audio, as transmitted is better than a part in 10,000,000. The time interval marked by the pulse every second is accurate to 0.00001 second. The 1 minute, 4 minute, and 5 minute intervals, synchronized with the seconds pulses and marked by the beginning and ending of the periods when the audio frequencies are off, are accurate to a part in 10,000,000.

C O R R E S P O N D E N C E .200 MX. BAND PHONE:

.. By Chas. R. Whitelaw, VK3BE ..

After perusing the musings of 3N.K. and 3WQ in September, "AMATEUR RADIO" I feel I must have a few words to say, although 3WQ says he does not want to start a commotion. As one who used the 200 mx band ever since it was allotted to us, I think we should still be allowed to do experimenting on this band. As for entertaining the BCL's, we most certainly did, and also kept the fact under the public notice that there were such experimenters as 3 N.K. and 3 W.Q. I think the 200 mx transmissions were certainly the best publicity that hams got. Also as a member of the Institute since 1912, I never did at any time, offer the slightest suggestion, that this or that wave length should be taken away from other hams, just because at that time I was not actively interested in that frequency. No, 3NK and 3WQ, try and get more frequencies and more latitude, but NO, a thousand times NO, do not suggest that any of the hard won privileges be sacrificed. I am sure none of the 200 mx hams would suggest that the 80 and 40 mx band be cut out.

I started experimenting in Radio in 1908, (No, I won't get out and give it up), and I still think there is plenty of experimenting to be done on all the allowed frequencies. I consider that most of the present engineers of the Broadcasting stations got their knowledge whilst operating 200 mx band stations. I found out some very interesting facts while "entertaining the B.C.L's" and was well on the road to F.M. when the "big stoush" started. I certainly did make my experiments so that "they would entertain the B.C.L'S" and from what I heard, I succeeded, and hope again to do still some further experimenting on this band. If 3 N.K. and 3 WQ think that this band should not be made available to the Institute, then let the Institute Councilors press for a special licence under special conditions, and a special fee of \$5-5-0 be paid for the privilege, then we could see who genuinely wanted to carry out experiments on this band.

I am fully in accord with all the rest of the letters of 3NK and 3WQ, but for the sake of Ham Radio, never, no never, throw up any of the hard fought for privileges granted to experimenters. Remember the oft repeated saying, "United we stand, divided we fall," and "Unity is Strength." The Authorities have been remarkably reasonable and fair to all experimenters, and I am quite sure that they will continue to do so, provided there is to be no squabbles over who should have this or that frequency. Pull together fellow Hams, and hold what we have, and get every Ham or prospective Ham into our ranks. Here's hoping that we shall soon get the dust off all that gear and that 3 NK and 3 WQ get all they want and one day have something to say to 3 BH over the air.

CHAS. R. WHITELAW,

V.K - 3 B.M.

Box 35, Post Office,

EUROA. VIC.

SLOUGH HAMS and FORAGE CAPS.

Seems as though all the VK Hams have gone into a kind of "hush-hush" session. There doesn't seem to have been anything happening much at all - however here goes.

It's a pity all these chaps who get write-ups in the Press couldn't have their call signs added. What a boost to Ham Radio it would be. The following appeared recently, and in case you do not know, his call sign is VK3IB:- "The distinguished Flying Cross has been awarded to acting Squadron Leader John A'Beckett Penleigh Boyd, of East Malvern (Vic) for brave conduct during operations in the north-western area." The citation states that Squadron Leader Boyd led a formation of four aircraft on a long-range mission. On arrival at the target he led the formation over the airstrip, destroying two twin-engined fighters taking off. Then, while the others strafed shipping in the harbor, he climbed and attacked four twin-engined fighters single-handed. With complete disregard for intense anti-aircraft fire, the citation goes on, he then attacked and damaged a ship of 1500 tons in the harbor. Squadron Leader Boyd has displayed great determination and outstanding organising ability, while his courage and example have been an inspiration to the squadron.

Sgt. Clarry Castle VK5KL writes from Group 781 Darwin. He got a "loan" - shame! (see to it Ed.) of our Mag. from one Jim Perocz - VK2EM - last heard of as a W/O - and read that we wanted news. (I ask you - still did you ever read this column and we weren't what is called "winging for news - hi!") Anyhow Clarry's VKM work is "hush-hush" so we skip it. He has built a complete recording cutter equipment except for cutting head - and wants to know if anyone knows where he can purchase a "Presto" or similar job. His address is given above.

VK 3MY - had a couple of service visitors during the month - 3BV - Flying Officer Len Burston who called in on his way to Adelaide. Len has moved around a bit in his five years of service, being one of the lads who got away from Singapore during the last few hours. More recently he has been service in the North where he has been Signals Officer at an O.B. (?? Operational Base?). Another visitor was LAC Wallace 3WV - on leave from New Guinea. Some of the hams he has met are 3WM Flying Officer Wilson, 3BG W/O Roth Jones, 4EA W/O Ashlin. LAC Maguire 3KL and 3WC Sgt. Chas. Nelson.

We have just learned of the death on service of two VK3 Hams. VK 3IB - J. E. Mann of Ballarat was reported "Missing - Believed Killed" when H.M.A.S. Parramatta was sunk in November, 1941. His brother Leonard Mann, 2nd op. at 3IB has recently been discharged as medically unfit after several years as a W/T operator on the Sunderlands with No. 10 Squadron R.A.A.F. Another Ballarat Ham - Signalman S. W. Jones, VK3SW was killed in action in New Guinea on Feb. 1943.

W/O Con Bischoff - VK 2LZ - is still up at Group 815 Townsville and appears to be quite satisfied with his job these days. Many Mams who met Con's Father during the years when 2LZ was ever active will regret to hear of his sudden death last June. Mr. Bischoff was as keen a Mam really as ever son 2LZ was. Con and family can be assured of the sympathy of all their Amateur friends.

Bill Moore - VK2MZ, has had a couple of letters reported by the Dept. of Information - Listening Post - as having been read over Batavia Radio. From these Bill reports himself in charge of food supplies, and is stationed with other prisoners on a small farm. The letters sound cheery enough and say treatment is O.K. and the main food is RICE!

Squadron Leader Douglas 3YK - a friend of Bill's over in Malaya and who was with him in Batavia passed through Sydney on his way home for a spot of leave after much service with the most forward groups of the R.A.A.F. Sigos. From memory Ed says he certainly seems to have done more than his share of tropical service.

In last month's column I said 2PV - S/Sgt. Peter Vesper was "settled" at Ingleburn and this month he writes to say he has "moved to the first base" - i.e. Ray - Bell and Booligal to go. He now dispenses for the Wips at Ray in an atmosphere of barb wire - compounds, machine guns and blazing arc lights - and I guess since that "outbreak" - much vigilance!! On well - Peter - the summer is NICE - I come from Griffith - hi! - so I know.

Major Don B. Knock was also up in VK2 on a spot of leave, to dodge acquiring that "liver" he says every Major should have. But by now he is once more back at VK5 and on with the job. He says 4AW dodged silently back there a fit man once more and still my air raid shelter waits, Hi!

P/O Bill Lewis VK6YB/2YB also was in Sydney for a time and he too is "moving North." Bill was last stationed at Sale but by now has a new and more interesting ORA. Daughter Sandra sure has her faddy on a string...Hi! Still Bill looks pretty fit and no doubt he likes it. Hi!

I must now exercise great care as I speak of one Stevens 3ZK of Swan Hill...in the R.A.A.F. and more important a friend of the Magazine Committee. Well, he came unannounced and found the yf at a wedding, and Pop struggling with the kids, the shop and the washing up...but even the yf said afterwards...he was one of our most pleasureable visitors...as he made himself at home...but that was only because I had him "wiping up" when she arrived home...Oh we were doing the lunch things...about 4.30 p.m. Hi! Yes, on reading that I reckon Tommy can't say a thing, but I await some violent reactions from Swan Hill. Hi!

Well, be seeing you all next month...I won't insult your memory with the "refrain" of the ORA...anyway you should read inside the back cover

D I V I S I O N A L N O T E S

NEW SOUTH WALES DIVISION

The September General Meeting of the Division was held, as usual, at Y.M.C.A. Buildings. Quite a number of visitors were present including Lieutenant J. Kizzire VK2VY, Skipper Small, Commanding Officer Sydney Harbor Patrol Skipper Weingott, Chief Wireless Officer Sydney Harbor Patrol Stan Grimmert VK2ZW, Lt. Commander Lionel Swain VK2CS, Sergeant Mills VK2AJH and Peter Adams VK2JX.

Members were informed that the Bushfires Emergency Radio Network was making satisfactory progress and that it had been decided to form Nets in three Country towns. At the time of writing these sites had not yet been decided upon. Naturally the Bushfires Advisory Committee would have the final say in the matter of location. In forwarding the circulars a considerable handicap had to be overcome in view of the fact that the 1939 List of Experimenters had to be used. If you know of any country member that did not receive a circular, kindly get in touch with the Secretary of the Division.

The Meeting was informed that Council had considered the best means of showing appreciation of the fine services rendered the Institute by Mr. Ray Priddle VK2RA. 2RA, as you were informed in the last issue of the magazine recently resigned as Chairman of the New South Wales Division. During the past three years he had occupied the positions of Federal President, Chairman of the New South Wales Division and had been a member of the N.E.S. Wireless Committee. Council's recommendation that he be elected to Life Membership was unanimously endorsed. 2RA in replying, stated that he deeply appreciated the honor conferred upon him, and stated that his efforts in the past had been directed towards helping Amateur Radio.

A further recommendation from Council that the sum of £2/2/- be donated to the fund now being raised for the equipping of a British Centre in Sydney, was unanimously endorsed.

Old timers will regret to learn of the passing of Reg Pagan VK2RJ. Reg was one of the stalwarts of the Institute, and although seldom appearing at meetings due to his location, did quite a deal to help in many ways. Interested in Radio from the time of its inception, working on 240, 80, 32 and 40 metre bands and in more recent days on 20 metre fone. One minutes silence was observed by the meeting in memory of 2RJ.

Skipper Small of the Sydney Harbor Patrol, then addressed the meeting and gave details of the history of this fine organisation during the war years. Mr. Small who is the Commanding Officer went on to say that it was his ambition to build the patrol into an organisation similar to the Coastguard in the U.S. Skipper Small was followed by Skipper Weingott, Chief Wireless Officer, who made a n appeal for operators.

The Chairman, in summarising the remarks made by Messrs. Small and Weingott said that he heartily recommended that as many members

possible take advantage of Mr. Weingott's offer. In pre-war days amateurs through the Institute had long striven for recognition as a means of providing emergency communication. The future was very rosy. The country amateurs would have their Bushfires Net whilst city and suburban experimenters, the Sydney Harbor Patrol. All this had been brought about by the operations of the Emergency Communication Network. This organisation by their fine work had been responsible for demonstrating the value of Experimenters and their equipment, and the authorities had been quick to grasp the opportunity of putting more and more equipment to work. Any member who was not present and desires further information, may obtain same by ringing the Chairman at VX3305 or Mr. Ray Weingott at LA3763. E.C.N members who would like to join up with the Patrol are reminded that they can only do so on the understanding that Network practices come first.

At the present time these Networks are only functioning in VK2. Nothing would give New South Welshmen greater pleasure than to see them operating in all States.

Lt. Commander Swain VK2CS gave a very interesting account of life in the Navy. His remarks with reference to the Boarding Party were very much appreciated particularly to references to "what happens when the shore battery fires on the hostile craft" whilst the boarding party is still on the ship! In his remarks Lionel paid a great tribute being done by Mr. Allan Fairhall VK2KB. Members who knew what Allan's job is were astounded to learn that he had placed his services at the disposal of the Commonwealth entirely without remuneration.

Jim Kizzire W4EYV stated that he was enjoying the meeting very much, particularly those references made to emergency work as he was very interested in that phase of amateur activity in the States.

The October General Meeting will be held at Y.M.C.A. Buildings on Thursday 19th October. Country Members, particularly those interested in the bushfires scheme, who may happen to be in town, are particularly requested to note the date and be in attendance.

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THE SYDNEY HARBOR PATROL.

The Sydney Harbour Patrol (S.H.P.) originally The Volunteer Coastal Patrol (V.C.P.), was formed in March 1938 - this fact alone will come as a surprise to many. It was founded by amateur yachtsmen and supported by certain Naval officers for the purpose of training men for service in small naval vessels such as M.T.B's, M.G.B's and other similar craft.

When war broke out the Patrol was well established and soon attained a membership of some six hundred men. After receiving training, many of these men joined the various Services, particularly the R.A.N., R.A.A.F. Marine Section and A.I.M. Water Transport Section.

Before and during the early part of the war, many men had enrolled who eventually found that because of medical grounds, essential employment or other reasons, they could not enlist in the services, and these men continued voluntarily to attend the Patrol's instructional courses in elementary navigation, signalling, first aid, chart work and higher navigation - all with the sole objective of being of some service to the Nation if required.

Up to June 1940 the Patrol's services had been called upon on many occasions to co-operate with the Army in beach landing exercises and mock enemy attacks on various parts of the N.S.W. coastline from Port Stephens to Lake Illawarra, and high commendations for these efforts were forthcoming from such men as Brigadier (now Major-Gen.) J. J. Murray and Major-General A. G. Dewtrell.

In June 1940 the Patrol was requested by the N.S.W. Police Dept. to supply vessels and crews to perform security patrols every night of the week in the Port of Sydney. With this first official recognition the Unit's vessels were permitted to fly the N.S.W. State Blue Ensign - an honour that is still retained.

In October 1942 the V.O.P. became known, for official purposes, as the S.M.P. with the Harbour Master of the Port of Sydney as its directive head.

As the S.M.P. the Unit carries out duties for the Maritime Services Board of N.S.W., N.S.W. Police Dept. and Dept. of N.E.S.

Five vessels are rostered for duty every night of the week between the hours of 6 p.m. and 6.30 a.m. the following morning. These vessels patrol that part of the Harbour, West of the Bridge, and, in doing so, contact the watchmen or guards at vulnerable points on the waterfront, and their crews are responsible for the protection of life and property thereon from sabotage, with particular attention being paid to the security of shipping and wharves in the Port. At the present time one of their most important duties is that of policing both the Army and Port regulations as they apply to ammunition ships - the importance of this duty should be readily understood by all, in view of the tragic explosions of ammunition ships in Bombay, San Francisco and elsewhere.

In event of emergency Patrol vessels are also responsible for (1) the operation of oil retaining booms at petrol depots, (2) supplementing the manning of fire floats with trained personnel, (3) rescue and evacuation of injured from ships and wharves, (4) general Police duties - suppression of pillaging, looting etc. In the performance of these duties man hours have totalled 269,067, miles travelled 121,355 and patrols carried out number 5,885.

It is intended that the Patrol should remain as an organised unit in the post war era, because it is felt, by both its own executive and certain Government officers, that it could continue to serve the community as a useful organisation.

As in every other Service, Communications are vital. Without an efficient system, the value of the Patrol to the community would be considerably reduced.

The Patrol has a Radio system in operation using commercial type equipment and an appeal is now being made for operators, preference in all cases being given to holders of the A.O.C.P. although this is not essential. There are two ways that you may enrol, firstly on a 6 p.m. - 10 p.m. basis one night each week, or 6 p.m. - 6.30 a.m. one night per week. Any further information may be obtained from Mr. Ray Weingott L.A.3763 or W. G. Ryan FX3305.

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V I C T O R I A N D I V I S I O N .

Council is gratified to announce that the co-operation scheme with the Forests Commission of Victoria, and this Division has advanced to the stage that subject to P.M.G. approval, emergency stations will go into operation in four or five areas as soon as the necessary details can be finalised.

Some other areas from which Hams have replied to the recent circular sent out, will, it is hoped, also go into operation. It is probable that they will be delayed somewhat as at the moment the full amount of equipment cannot be arranged. With further answers to the circular coming to hand, arrangements will be made for the equipping of stations.

A notable visitor at the VK3 Meeting on Tuesday night last, October 3rd, was Wing Commander Cunningham VK3ML. This was Bob's first meeting for some years, as most of his time has been spent away on active service. In addressing the meeting Bob expressed his views on the subject of post-war planning, and his comments gave rise to a motion requesting Council to go more thoroughly into the matter of post-war activities. It is hoped that Wing Commander Cunningham's comments will be put into writing and published in the Magazine.

The next meeting of the Division will be held on Tuesday November 7th. Meetings of late have been very interesting as Mr. C. C. Quin VK3WQ has and will be demonstrating test equipment.

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Also notify your Divisional
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